

25X1A

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Next 1 Page(s) In Document Exempt

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MISSION NBR:	C 168 C	PROJECT: IDEALIST	AREA:	
DATE MISSION FLOWN:	20 OCT 68	DATE MEN TAKE REC'D:	22 OCT 68	
DESCRIPTION OF ITEM(S)	DISPOSITION OF ITEM(S) & DATE DELIVER			
1. PILOT BRIEFING/DEBRIEFING TAPE	INTEL DIV. via IDEA DIV. OSA			23 OCT 68
2. TRACKER FILM / TRACKER FILM MEN REPORT	N/A			
3. MISSION TRACK OVERLAY	N/A			
25X1A [REDACTED]	OEL	22 OCT 68		
5. SYSTEM VI TAPE - EWS MC RECORDER MEN REPORT	N/A			
6. SYSTEM 17 LOW SPEED RECORDER TAPE W/DATA LOGS	N/A			
7. SYSTEM 17 HIGH SPEED RECORDER TAPE W/DATA LOGS	N/A			
8. SYSTEM 21 ORIGINAL TAPE W/DATA LOGS	OEL	22 OCT 68		
9. PREFLIGHT OVERLAY SHEET	N/A			
10. COPIES OF DATA LOGS SENT TO INTEL DIV & DM OSA	23 OCT 68			
11. COPIES OF SHIPMENT INVOICE SENT TO INTEL DIV & SS OSA	23 OCT 68			

CRITIQUE C168C (FLOWN 20 OCTOBER 1968) 29 OCTOBER 1968, 1315L

1. PLANNED AND ACTUAL TRACK.

2. SUMMARY

A. THIS IS A CRITIQUE FOR IDEALIST MISSION C168C FLOWN
^{ART 385}
ON 20 OCT 68. THE ROUTE WAS DESIGNED TO OBTAIN PHOTO
COVERAGE OF CHINA COASTAL AREA FROM JUST SOUTH OF
SWATOW TO THE HANG CHOW WAN BAY AREA SOUTH OF SHANGHAI.

25X1C

B.

MISSION. TWICE DURING THE MISSION MIG AIRCRAFT WERE
SIGHTED BELOW THE MISSION AIRCRAFT.

C. OVERALL TRACK WAS GOOD. SLIGHT DEVIATION LEFT FROM
POINTS E TO I DUE TO CAT III WEATHER. PILOT INSTRUCTED
TO CORRECT 15° TO THE RIGHT.

D. NO SYSTEMS ACTIVITY AND NO AIRCRAFT WRITE UP.

E. SYSTEM 6 MC RECORDER MALFUNCTIONED AND REVERSED DIRECTION.
NO TAKE RECEIVED.

F. TARGET COVERAGE WAS REDUCED DUE TO IMPROPER SETTING
OF "H" CAMERA SIGHTING ANGLE. THIS HAS BEEN CORRECTED
BY A PROCEDURAL CHANGE.

G. INTRODUCE [] FOR WEATHER

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H. INTRODUCE [] FOR MATERIEL

I. INTRODUCE [] FOR COMMO

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J. INTRODUCE [] FOR INTELLIGENCE

K. ANY QUESTIONS OR ADDITIONS ON MISSION C168C

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25X1D

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CANNED ROUTE

1067

25X1C

1.
2.
3.

[Redacted Box]

4. TAKE OFF FUEL 1020 HI CONE RESERVE 215
5. PROFILE MAX ALT
6. PENETRATE AT PT C AT 69.5M FEET. EXIT DENIED
TERRITORY AT PT I
7. DENIED TERRITORY TIME 1+33
8. CONFIGURATION "H"
FILM LOAD 2000
RUNNING TIME 1+33
9. IFF/SIF ON AT T/O TO R. 2100N 11730 OUTBOUND. ON
AT R-T INBOUND.
10. SYSTEM 13 ON REPEAT AT PT C, RECEIVE AT PT 3000 J 12306 E
11. TARGETS TO BE COVERED
PRIORITY ONE COMIREX 33
PRIORITY TWO COMIREX _____
OTHER COMIREX _____
OTHER TARGETS GRC 6
12. TOTAL FLIGHT LINES 6
13. ABORT FOR CONTRAILS AT PT C
14. FILM PROCESSING [Redacted Box]
15. SIMILAR ROUTE FLOWN COVERING THIS AREA (DATE) _____
MSN NBR _____

25X1C

Next 4 Page(s) In Document Exempt

25X1D

TARGET COVERAGE FOR IDEALIST MISSION C168C, 20 Oct. 1968CHINA TARGETS

COMIREX NO.	INSTALLATION NAME	INTERPRET- ABILITY	REMARKS/WEATHER
	(NO PROGRAMMED TARGETS WERE COVERED)		
25X1A	BONUS COMIREX TARGETS COVERED:		
	Ping Tan Naval Base	FAIR	CLEAR
	Liu-Shui Probable Coastal Defense Site	FAIR	SCATTERED CLOUDS
	Wo Ching Tou Port Facilities	FAIR	SCATTERED CLOUDS
	BONUS NON-COMIREX TARGETS COVERED:		
1. Transient	UI Freighter, 4 hatch, stack aft		
2. Transient	UI Freighter, 5 hatch, stack amidship		
3. Transient	UI Freighter, 4 hatch, stack amidship		
4. Transient	1 Pay Class PT		
5. 2728N 12106E	Nan Chi Shan CD Site (NEW)	GOOD	CLEAR
6. 3016N 12218E	Wo Ching Tou CD Site (NEW)	GOOD	CLEAR
7. 2729N 12103E	Nan Chi Shan CD Site (NEW)	GOOD	CLEAR
8. 2728N 12105E	Nan Chi Shan CD Site (NEW)	GOOD	CLEAR
9. 2546N 11933E	Shou Chih CD Site (NEW)	FAIR	CLEAR
10. 3002N 12218E	Ta-Chan CD Site (NEW)	GOOD	CLEAR
11. 2727N 12103E	Nan Chi Shan CD Site (NEW)	GOOD	CLEAR
12. 2532N 11945E	Ping Tan Possible Bks Area (NEW)	GOOD	CLEAR
13. 2727N 12104E	Nan Chi Shan CD Site (NEW)	GOOD	CLEAR
14. 2727N 12105E	Nan Chi Shan CD Site (NEW)	GOOD	CLEAR
15. 2659N 12044E	Ching Tai Island Radar	GOOD	CLEAR
16. 2728N 12103E	Nan Chi Shan Tao Radar	GOOD	CLEAR
17. 2539N 11947E	Hai Tan Island Naval Base	FAIR	SCATTERED CLOUDS

16.	2728N 12103E	Nan Chi Shan Tao Radar	GOOD	CLEAR
17.	2532N 11947E	Hai Tan Island Naval Base	FAIR	SCATTERED CLOUDS
18.	3014N 12218E	Hsin Hsiang Probable Naval Base	FAIR	SCATTERED CLOUDS
19.	2959N 12216E	Li Chia Army Bks N.E. AL-2	FAIR	SCATTERED CLOUDS
20.	2529N 11943E	Ping Tan Army Bks S.W. AL-1	FAIR	CLEAR
21.	2529N 11942E	Ping Tan Army Bks West AL-2	FAIR	CLEAR
22.	2557N 11930E	Chang Lo Army Bks S.W. AL-1	GOOD	CLEAR
23.	2957N 12218E	Shen Chin Men AAA Defense Site	GOOD	CLEAR
24.	2728N 12103E	Nan Chi Shan AAA Site A	GOOD	CLEAR
25.	2728N 12104E	Nan Chi Shan AAA Site C	GOOD	CLEAR

COMIREX NO.	INSTALLATION NAME	ADDITIONAL	
26.	2728N 12104E	Nan Chi Shan AAA Site B	GOOD CLEAR
27.	2540N 11947E	Hai Tan Tao AAA Site F	POOR CLEAR
28.	2529N 11944E	Hai Tan Tao AAA Site D	POOR CLEAR
29.	2531N 11944E	Hai Tan Tao AAA Site H	POOR CLEAR
30.	2530N 11944E	Hai Tan Tao AAA Site B	POOR CLEAR
31.	2530N 11944E	Hai Tan Tao AAA Site C	POOR CLEAR

TOP SECRET
IDEALIST

MEMORANDUM FOR: Deputy Director for Science and Technology

SUBJECT: IDEALIST/TACKLE Mission C168C

25X1C 1. IDEALIST/TACKLE mission C168C was flown on 20 October 1968 with the "H" camera. This route was designed to remain 20 nautical miles off shore and obtain photo coverage of China coastal targets from 2300N 11600E north to the Hang Chow Wan Bay which is just south of the Shanghai area.

[REDACTED]
first operational mission. This was the seventh IDEALIST operational mission for calendar year 1968, and was flown only 24 hours after mission C158C (19 October).

25X1C 3. The weather in the target area was forecast to be Category I (0 to 1/8 cloud cover) over the China mainland and coast line. The pilot reported the weather was clear for all flight lines except the last flight line which was Category III. ChiCom tracking revealed possible drift to the left of course. Our [REDACTED] command post directed a correction of 15 degrees right to maintain the desired course.

25X1A 4. No systems activities were reported by the [REDACTED] and this was confirmed at the debriefing as the pilot received no display in the cockpit. This was one of the quietest [REDACTED] 25X1A [REDACTED] reporting missions observed in some time.

25X1A 5. Twice during the mission the pilot reported seeing MIG contrails to the left and below his altitude. These contrail sightings occurred in the vicinity of Lung-Tien Airfield and Nan Jih-Tao. The MIG aircraft never climbed above contrail altitude ([REDACTED] feet), therefore, in all probability, these interceptors were MIG-19s. 25X1A

6. Information received 21 October, indicates that mission pilot probably incorrectly set in the sighting angle; i.e., 07 degrees was set instead of 70 degrees. The only targets obtained were Hai Tan and Tai-Shan Islands. Minor malfunctions were indicated with the System 21. Remaining systems and equipment operated satisfactorily.

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